

**CWLR Western Section**

| Criteria                                       |  | Weighting | Western Section   |   |   |   |
|--|--|-----------|---|---|---|---|
|  |  |           | WS1   | WS2   | WS3   | WS4   |
| Commercial/Industrial impact                   | To what extent do the route options for the corridor impact, on commercial and industrial activities within and outside CBC and WSCC land?   | 2         | 91  | 81  | 86.5  | 86.5  |
|  |  |           | 5   | 5   | 5   | 5   |
| Residential impact                             | To what extent do the routes options for the corridor directly impact on residential properties, taking into consideration their distance from the link road?  | 3         | 2.5   | 1   | 1.5   | 1.5   |
|  |  |           | This link would not require removal of any existing residential houses, but it runs close to private gardens. The proposed Charlwood Rd Junction is likely to affect an adjacent property.  | This link would require the removal of one residential property and the associated garden. The proposed Charlwood Rd Junction is likely to affect an additional adjacent property.  | This link would not require removal of any existing residential houses but does encroach into a residential garden. The proposed Charlwood Rd Junction is likely to affect an additional adjacent property.   | This link would not require removal of any existing residential houses but does encroach into a residential garden. The proposed Charlwood Rd Junction is likely to affect an additional adjacent property.   |
| Environmental                                  | To what extent do the route options for the corridor impact on the environment and on existing environmental constraints?  | 3         | 2.5   | 2.5   | 2.5   | 3   |
|  |  |           | A partial section of this link is in a flood zone. The link is also located close to a number of houses, located within biodiversity sites and would require the removal of approximately 0.5 hectares of trees.  | The majority of this link is in a flood zone. The link is also located close to a number of houses, located within biodiversity sites and would require the removal of approximately 0.5 hectares of trees.   | A partial section of this link is in a flood zone. The link is also located close to a number of houses, located within biodiversity sites and would require the removal of approximately 0.5 hectares of trees.  | The majority of this link is in a flood zone. The link is also located close to a number of houses, located within biodiversity sites and would require the removal of approximately 0.25 hectares of trees.  |
| Safety   | To what degree do the route options for the corridor ensure pedestrian and cyclist safety, motor users safety and construction individuals safety?   | 3         | 4   | 4   | 4   | 4   |
|  |  |           | This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction, although the flood plain will require additional mitigation/consideration to provide the same levels of Safety as a solution not located in the flood plain. | This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction, although the flood plain will require additional mitigation/consideration to provide the same levels of Safety as a solution not located in the flood plain. | This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and fully compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction, although the flood plain will require additional mitigation/consideration to provide the same levels of Safety as a solution not located in the flood plain. | This link would provide facilities for pedestrians & cyclists with a low number of crossings. In addition, the consistent and fully compliant cross section should provide improved driver safety. Most of the link is offline from current roads, which should reduce the required safety mitigation during construction, although the flood plain will require additional mitigation/consideration to provide the same levels of Safety as a solution not located in the flood plain. |
| Network performances                           | To what degree will the route options for the corridor impact the existing road network in relation to how corridor performs and how the corridor impacts access to sites, residential and commercial zones? | 2         | 4.5   | 4.5   | 4.5   | 4.5   |
|  |  |           | The link length is relatively direct and similar to all other options. This link has no junctions (in addition to the Charlwood Road junction), access points or side roads which would affect performance.   | The link length is relatively direct and similar to all other options. This link has no junctions (in addition to the Charlwood Road junction), access points or side roads which would affect performance.   | The link length is relatively direct and similar to all other options. This link has no junctions (in addition to the Charlwood Road junction), access points or side roads which would affect performance.   | The link length is relatively direct and similar to all other options. This link has no junctions (in addition to the Charlwood Road junction), access points or side roads which would affect performance.   |
| Constructability                               | To what degree will the corridor be characterised by risk and uncertainty and what are the requirements to introduce the corridor?   | 1         | 3   | 2   | 3   | 3   |
|  |  |           | Most of the construction for this link will take place offline. However, the majority of the link is situated within a flood zone which will require additional mitigation/consideration, as well as potential structure/flood mitigation works during construction.  | Most of the construction for this link will take place offline. However, the majority of the link is situated within a flood zone which will require additional mitigation/consideration as well as potential structure/flood mitigation works during construction.   | Most of the construction for this link will take place offline. However, the link is partially situated within a flood zone which will require additional mitigation/consideration, as well as potential structure/flood mitigation works during construction.  | Most of the construction for this link will take place offline. However, the majority of the link is situated within a flood zone which will require additional mitigation/consideration as well as potential structure/flood mitigation works during construction.   |
| Stakeholder and Public Acceptability           | How likely is support for construction of the corridor - from the public and key stakeholders?   | 3         | 3   | 3   | 3   | 3   |
|  |  |           | This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.  | This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.  | This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.        | This link would improve the quality of travel from Charlwood Road to London Road, by providing a new direct link which will include PT and active travel facilities. It is accepted that a new road may not be popular to all stakeholders and members of the public, given some of the associated impacts (Environment/Rugby club/proximity to existing houses). However, if this link is provided, the route provides an acceptable balance of positive and negative opinions.        |
| Shift to active travel and to public transport | Does the route options for the corridor promote active travel and public transport use ?   | 3         | 4.5   | 4.5   | 4.5   | 3.5   |
|  |  |           | This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/ employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.  | This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/ employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.  | This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/ employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.  | This scheme would provide new active travel and public transport facilities, without negatively affecting the existing facilities (e.g. bridleway). The active travel facilities provide a direct route between West of Iwade and surrounding communities to the Manor Royal commercial/ employment node. Segregated pedestrian, cycle and vehicle lanes ensure high levels of safety for all users.  |
| Social Infrastructure Impact                   | Does the route options for the corridor affect any existing social infrastructures?  | 3         | 3   | 3   | 3   | 3   |
|  |  |           | The link does not directly impact the club house building but impacts the rugby club's ability to operate by removing several the rugby pitches.  | The link has a direct impact on the rugby clubhouse and pitches affecting the rugby club's ability to operate.  | The link has a direct impact on the rugby clubhouse and pitches affecting the rugby club's ability to operate.  | The link does not directly impact the club house building but impacts the rugby club's ability to operate by removing several the rugby pitches.  |
| Cost Banding                                   | A rating based on the likely construction costs and qualitative assessment of the land and commercial costs.   | 3         | 3.5   | 2   | 3   | 3.5   |
|  |  |           | Construction costs associated with this link is approximately £10-25m. Considerable land areas are required, but with relatively low commercial value. Potential Residential Acquisition/loss required.   | Construction costs associated with this link is approximately £20-40m. Considerable land areas are required but with relatively low commercial value. Additional residential Acquisition/loss required.   | Construction costs associated with this link is approximately £15-30m. Considerable land areas are required but with relatively low commercial value. Potential Residential Acquisition/loss required.  | Construction costs associated with this link is approximately £10-25m. Considerable land areas are required, but with relatively low commercial value. Potential Residential Acquisition/loss required.   |